

HOT WEATHER  
MAKES YOUR  
ICE CREAM  
WITH  
MILKMAID  
EVAPORATED  
CREAM.

# The China Mail.

ESTABLISHED 1845

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Work done in 7 days  
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CENTRAL

No. 15,700.

號六廿月八年三十一百九千一英

HONGKONG, TUESDAY, AUGUST 26, 1918.

中華民國七年八月二十六日

PRICE, \$3.00 Per Month

WATSON'S



POPULAR:  
**ASAHI BEER**



OBTAINABLE EVERYWHERE.

SOLE AGENTS:  
**Mitsui Bussan Kaisha.**  
Hongkong, January 5, 1915.

DEFEAT OF 245,000  
RACEHORSE.

PRINCE PALATINE BEATER AT GOODWOOD.

In the suddenness of the catastrophe which overtook Prince Palatine on July 31 in the fulness of his glory there is the element of high tragedy, says the "Daily Mail." Men as well as horses may ponder over the sad history of his downfall.

On the morning of the race the world was gawking before him. He had been bought by Mr. J. Joel for \$245,000, by far the highest price ever paid for a racehorse or other living creature since life on this planet began. It was impressively recited now as a yelling \$2,000 had been paid for him, and now during last year alone he had made \$20,730 in prize money. These are amazing figures even in these days of booming trade and rising values. It seemed impossible that a golden horse such as this could lose a race. The Goodwood Cup and the Doncaster Cup were counted his already. "Prince Palatine must drop dead to lose the Goodwood Cup this afternoon," said one of the leading authorities.

But in the afternoon the race for the Goodwood Cup was run and Prince Palatine was hopelessly beaten by horses of comparatively mean repute. The King and all the notables of the racing world were there to honour his victory, but he was pulled up; to whom he could have boasted before the race started that he could "buy the lot up."

There may be some technical explanation of his defeat. He may have "hit a leg" or been "out of condition." Half a dozen things may easily happen to a racehorse. Or it may be that horses think and that Prince Palatine resented being bought and sold as a mere racing machine or even that he was overweighed by the consciousness of the terrible responsibility for all the gold he carried.

Owing to his defeat, \$25,000 is taken off his price, but the owner is not likely to rejoice that his horse will cost him less.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea, Cholera, and Diarrhoea. Remedy should always be on hand. For sale by all Chemists and Dispensaries.

## BUSINESS NOTICES.

### A DAIRY IN A CUPBOARD

to be complete should comprise  
A FEW TINS OF EACH OF

#### ITEM I.—MILKMAID CONDENSED MILK

For all Culinary and General Purposes.

#### ITEM II.—MILKMAID EVAPORATED CREAM

For Tea, Coffee, Cocoa, Ices and Stewed Fruits.

#### ITEM III.—MILKMAID STERILIZED NATURAL MILK

For Drinking Purposes.

For all purposes for which FRESH Milk is used.

### A DAIRY IN YOUR CUPBOARD

and be independent of the Milkman.

All Milkmaid Products are guaranteed to contain ALL the Cream.

WHY NOT HAVE

## HOTELS

### THE STATION HOTEL NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS  
BATH-ROOM TO EACH ROOM.  
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.  
BILLIARD ROOM.  
Private Dining Room.  
EXCELLENT CUISINE.

For Particulars apply to  
THE MANAGER.  
Tel. No. K129, Tel. Address "STATION."  
Hongkong, Feb. 8, 1915.

### KINGSLERE HOTEL, HONGKONG.

UNRIVALLED position in the Hill district overlooking the Botanical Gardens and facing the Harbour. Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans. Telephones in Bedrooms and Sitting-rooms throughout.  
Telephone No. 1122.  
Cable Address: "Kingslere."  
A.B.U. Code 5th Ed.  
Hongkong, September 1, 1905.

### WYNDHAM HOTEL, 29 WYNDHAM (FLOWER) STREET.

LOCATION good for Hillside scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.  
Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.  
Beds on First-class Linen.  
Under the Personal Supervision of the Proprietress  
M. S. HOY.

### KING EDWARD HOTEL

A  
FIRST-CLASS HOTEL  
UNDER EUROPEAN MANAGEMENT.  
EXCELLENT ROOMS.  
ELECTRIC LIGHTS & FANS.  
REASONABLE RATES.  
Telephone 473.  
H. HAYNES, Manager.  
Hongkong, October 2, 1906.

### BRASSIDE PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large airy and well furnished Rooms, Every home comfort. Fine View of the Harbour.  
Telephone No. 394.  
Apply to Mrs. F. W. WATTS.  
Brasside, 20, Macdonnell Road.  
Hongkong, September 2, 1908.

## HONGKONG CRICKET LEAGUE.

A MEETING will be held in the Hongkong Cricket Club Pavilion on FRIDAY, the 29th inst., at 5.30 p.m. for the purpose of arranging fixtures and discussing other business in connection with the Competition for the ensuing season. All clubs interested are kindly requested to send representatives.

E. H. TAYLER,  
Hon. Secretary & Treasurer,  
H. K. Cricket League.  
Hongkong, August 22, 1918.

### CHEN KWONG & CO., LD

GENERAL IMPORT &  
EXPORT.

### QANTON

LARGE WHOLESALE & RETAIL STORE:  
FURNITURE, Draperies, Groceries, Boots and Shoes.  
Makers of Jewellery, Lacquerware, Crockery, etc.  
Ironmongery, Wine and Spirits.  
Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.  
All goods sold at reasonable prices.  
The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

SUP FAT POO STREET, QANTON and  
Nos. 237, 235, Des Voeux Road and No. 120, Connaught Road Central.  
Tel. No. 811. Hongkong.

### PATELL & CO.

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and  
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### HONGKONG, QANTON, SHANGHAI AND HANKOW.

### THE GRAND CARLTON HOTEL

An Ideal Family Hotel where Living is a Real Pleasure.  
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. FULL MODERN COMFORT.  
Noted for its First Class Cuisine and Perfection of Service.  
Under the Personal Management of O. E. OWEN, Proprietor.  
TELEGRAPHIC ADDRESS: GRAND Hongkong.  
Telephone No. 612.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"  
Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS, taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Slips ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:  
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.  
Dockyard Manager, Mr. J. Reid, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN, AGENTS.  
Telegraphic Address: "TAIKOODOCK." Telephone No. 512.

### WING FAT CHEONG, HIGH CLASS TAILORS, DRAPEES AND OUTFITTERS. 24, Des Voeux Road Central.

HAVE ALWAYS ON HAND AN EXTENSIVE ASSORTMENT OF EVENING DRESS GOODS.—  
Court Suits, Dress Bows, Shirts, etc.  
ALSO  
ALL ARTICLES OF CLOTHING MADE TO ORDER.  
OUTFITTING OF ALL DESCRIPTIONS, QUALITY AND WORK.  
MANSHIP BY THE MOST EXPERIENCED OUTFITTERS GUARANTEED.

### OUR BREAD PERFECTION. CAKES & PASTRY PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.  
**ALEXANDRA CAFE CO.**  
Hongkong, April 7, 1918.

### THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY  
A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager.

### PEAK HOTEL.

ADIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
Open to the South Wind in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, this harbour and adjacent island for forty miles.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.  
Terms—From \$5 per day Max.  
Town Office. Des Voeux Road.

### PEAK PRIVATE HOTEL

67 MOUNTAIN VIEW  
Best position in Colony  
1,400 feet above sea level  
Cable Tram 9 minutes  
Mrs. Ogilvie, Proprietress.  
Hongkong, August 24, 1918.

### GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.  
CUISINE UNDER EUROPEAN SUPERVISION  
ELECTRIC LIGHT & FANS THROUGHOUT.  
F. REICHMANN, Proprietor.

### THE GRAND CARLTON HOTEL

An Ideal Family Hotel where Living is a Real Pleasure.  
FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. FULL MODERN COMFORT.  
Noted for its First Class Cuisine and Perfection of Service.  
Under the Personal Management of O. E. OWEN, Proprietor.  
TELEGRAPHIC ADDRESS: GRAND Hongkong.  
Telephone No. 612.

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD. Portland Cement

In Casks of 375 lbs. net

In Bags of 250 lbs. net

**Shewan Tomes & Co.**  
GENERAL MANAGERS.

### BUTTERMILK AND

GLYCERIN AND CUCUMBER SOAPS  
ARE IDEAL FOR BATH AND TOILET.

30 cents per Tablet. \$1.00 for six Tablets.

### VICTORIA DISPENSARY.

A CHOICE SELECTION  
FRY'S KING GEORGE V.  
AND QUEEN MARY  
CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY  
FRESH HOME-MADE CHOCOLATES.

### Weismann, Limited.

Hongkong, July 20, 1918.

### Bournville The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

Cadbury  
"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa present on the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever.  
Medical Magazine, March, 1912

### CADBURY'S CHOCOLATES

In Tins and Fancy Boxes  
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 17, 1906.

### Macgregor's V.O.S.

PARLIAMENT  
BLEND  
WHISKY

AS SUPPLIED  
TO THE  
HOUSE OF LORDS  
AND  
HOUSE OF COMMONS

SOLE AGENTS:  
**Caldbeck, Macgregor & Co.**  
(Established 1864)









**Hughes and Hough**

Auctioneers to the Government

AND ADMIRALTY.

General Auctioneers

AND

Share, Coal and General Brokers.

PROMOTERS

**"TO-KWA-WAN"**

**COAL STORAGE.**

Codes used:  
A.B.C. 4th & 5th Editions.  
AL. TELEGRAPHIC CODE.

Telegraphic Address:  
MIRKIN HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**WEDNESDAY,**

the 27th August, 1913, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of

In House St.

A LARGE QUANTITY OF

**VALUABLE TEAKWOOD AND**

**BLACKWOOD FURNITURE,**

Consisting of—

TEAKWOOD—Dining and Drawing Room Suits, Upholstered Chairs and Sofas, Carpets, and Bags, 1 Brass and Brass-mounted Bedstead, Bed Room Suite, Bureaux, Wardrobes, etc., Dining Room Furniture, Extension Dining Table, Sideboards, etc., 1 Dinner and Dessert Services, Crockery, Sundry Glass Ware, 1 Cooking Stove, Kitchen Utensils, Cutlery, etc.

**BLACKWOOD**—Overmantels, Bookcase, Card Tables, Couches, Arm-chairs, Flower Stands, Caskets, Jardiniere, Hall and Tea Tables, Tapestry, Brackets and Photo Frames, etc., Old Inlaid Chairs, a few pieces of Chinese Porcelain, and 1 Set of Old Chinese Hairbrushes.

Also

1 Piano, 100 Sheets, Electric Fans, 1 Typewriter ("Smith Premier"), and 1 Theodolite.

And

A lot of new HOUSEHOLD LINEN, Turkish Towels, Quilts, Pillow Cases, Sheets, Table Linen, etc., etc.

Catalogues will be issued.

Terms—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, Aug. 21, 1913.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**FRIDAY,**

the 29th August, 1913, at 2.15 p.m. at "The Den," Castle Street, Castle Road.

THE WHOLE OF THE

**VALUABLE HOUSEHOLD**

**FURNITURE, etc.,**

therein contained.

Comprising—

Teakwood Hall Stands, Wardrobes, Bookcases, etc., (Marinburg make); Blackwood Flower Stands, Stools, Chairs, etc., a Silk Tapestry covered Drawing Room Suite (made in France), Oil Paintings and Engravings (Artist's Proof), Massive Brass Pedestal and Flower Pots, Inlaid Bureaux, etc., Dining Room Furniture, Extension Dining Table (extra large), Crockery and Glass Ware, Japanese and English Tea Sets, Double and Single Bedsteads, etc., etc.

Also

ONE LEON FRANK PIANO by ALBION London, in good condition; a COMEALATOR, built by Withers, Birmingham, a Gramophone and a large number of Records, One Enamelled Bath and Enamelled Basin, All Electric Fittings and Pipes, Gas Lights, etc., a quantity of Chinese Cooking Utensils, and a large number of Plates, Pans, etc., in Porcelain Pots.

Catalogues will be issued.

Terms—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, Aug. 19, 1913.

DON'T Forget after the Show, Suits, and Light Refreshments.

**ALEXANDRA CAFE**

Opposite the Show.

## AUCTIONS

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

**WEDNESDAY,**

the 27th inst. 1913, at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of

In House Street.

A NUMBER OF NEW

**GRAMAPHONES.**

Terms—As Usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, August 23, 1913. 1043

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**THURSDAY,**

the 28th August, 1913, at 2.30 p.m. at No. 54, Nathan Road, Kowloon, 2nd Floor.

THE

**VALUABLE HOUSEHOLD**

**FURNITURE, etc.,**

therein contained.

(Particulars from Catalogue).

Terms—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, Aug. 23, 1913. 1039

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**SATURDAY,**

the 30th August, 1913, at 2.30 p.m. at Observation Place, Praya East.

**FIVE 500 TON STEEL LIGHTERS.**

As they stand with all Workable Gear, HAND CRANES,

800 and 1000 TON CRANES,

And

About 90 Fathoms 1 in. STAY LIFT CABLE

on each lighter.

Further particulars may be obtained from the undersigned.

On view two days before sale.

Terms—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, August 21, 1913. 1017

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

**FRIDAY,**

the 29th August, 1913, at 2.15 p.m. at "The Den," Castle Street, Castle Road.

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**FURNITURE, etc.,**

therein contained.

Comprising—

Teakwood Hall Stands, Wardrobes, Bookcases, etc., (Marinburg make); Blackwood Flower Stands, Stools, Chairs, etc., a Silk Tapestry covered Drawing Room Suite (made in France), Oil Paintings and Engravings (Artist's Proof), Massive Brass Pedestal and Flower Pots, Inlaid Bureaux, etc., Dining Room Furniture, Extension Dining Table (extra large), Crockery and Glass Ware, Japanese and English Tea Sets, Double and Single Bedsteads, etc., etc.

Also

ONE LEON FRANK PIANO by ALBION London, in good condition; a COMEALATOR, built by Withers, Birmingham, a Gramophone and a large number of Records, One Enamelled Bath and Enamelled Basin, All Electric Fittings and Pipes, Gas Lights, etc., a quantity of Chinese Cooking Utensils, and a large number of Plates, Pans, etc., in Porcelain Pots.

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Auctioneers.

Hongkong, Aug. 19, 1913.

DON'T Forget after the Show, Suits, and Light Refreshments.

**ALEXANDRA CAFE**

Opposite the Show.

## THE DYSENTERY EPIDEMIC.

How to Avoid it, and to Fortify the System if Attacked.

THE gravity of dysentery, which is often so rapidly fatal, cannot be exaggerated. Hence this article, which is published in the best interests of the community.

While at the first onset of diarrhoea everyone should consult his doctor, that the disease may be nipped in the bud, he should remember that the same treatment which will build up his strength to overcome the disease will also prevent him getting it.

Dysentery is eminently a question of nutrition. Hence, a food which is easily assimilated and orderly absorbed from the stomach is the first requisite. Of such foods, none can compare with Sanatogen, which The British Medical Journal states: "Sanatogen is the best of artificial foods, easily retained and easily assimilated."

Some sixteen thousand doctors have endorsed Sanatogen as the greatest retarding and relieving preparation for fortifying the system against infection.

It is, however, dysentery that Mr. Arthur R. Thorburn (The Mission House, Singapore) shows the best chance of speedy recovery from the best of artificial foods.

Mr. Thorburn writes: "My wife, after sixteen weeks' suffering from dysentery, was brought down by the Malay Peninsula steamer coming from the Malay Peninsula. From the very first she has taken Sanatogen, with this happy result, that, instead of being as weak and nervous, she is now a healthy, active, and cheerful woman."

Sanatogen is a food which is easily assimilated and orderly absorbed from the stomach. It is the best of artificial foods, easily retained and easily assimilated.

All who take it eventually enjoy better health than they have probably ever done before.

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## FORMOSA

The Subjugation of the Aborigines.

In regard to the subjugation of the Formosan aborigines, for which the police officers and Formosan garrisons are still making great efforts, Major-General Adachi, Chief of the General Staff of the Formosan Government-General, who has returned to Kobe on his appointment as Commander of the Second Brigade, is credited (according to the "Japan Mail") with the following statement.

"The plan of the Formosan subjugation was at first laid down so as to be completed in five years at an expenditure of 15,000,000 yen. It is to be greatly re-estimated, however, that although three years have already elapsed and some 9,000,000 yen has already been spent, even so much of the plan has so far not been achieved."

Major-General Adachi, who has returned to Kobe on his appointment as Commander of the Second Brigade, is credited (according to the "Japan Mail") with the following statement.

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TUESDAY, AUGUST 28, 1918.

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## THREE YEARS FOR MR. NEWTON.

Pathetic Appeal for a Light Sentence.

"Romancing Count" in £18,500 Case.

The £18,500 conspiracy trial ended at the Old Bailey on July 23, Arthur Newton, the well-known West End solicitor, and his co-defendant, Berkeley Bernard Bennett, a land agent, being sentenced after a dramatic appeal for leniency by the former.

Newton's sentence was three years' penal servitude, and Bennett's 18 months' hard labour. "My lord," appealed Newton, just before being sentenced by Mr. Justice Ridley, "I stand before you an absolutely ruined man. I have nothing whatever in the world to go on with—no kind of means or resources of any kind."

"I do earnestly hope, knowing as I do your lordship's kind disposition, that you will, as far as you rightly can, give me another chance of starting life again by indicating a mitigated sentence upon me."

## THE JUDGE'S REPLY.

After expressing his agreement with the verdict of "Guilty," Mr. Justice Ridley said: "I have listened to you, Arthur Newton, and I pity you. I am sorry for you. I think you have lost your place, and never again, as far as I can foresee, will you have an opportunity of practising as a solicitor. That will be so, whether I pass upon you the sentence which I propose to do or a lesser one."

Count Arthur Newton, for whose arrest a warrant was issued some months ago, imprisoned Hans Thorsch, a Viennese doctor of law and heir to a large fortune, to Newton and Bennett. Negotiations for the land deal were entered upon after a series of misrepresentations, including the statement that Bennett was a relative of the New York millionaire newspaper owner, Mr. Gordon Bennett.

Bennett in his evidence told the jury that he secured an option on 40,000 acres of "retainer lands" in Canada in 1910 from a Mr. S. E. Oliver. The dealing with Thorsch he described as "an ordinary business transaction."

## HOW CAN YOU CONVICT US?

"If you convict us here, of course, you know what the consequences are," said Newton in his final address to the jury. "One is absolutely ruined in every sense of the word. How can you convict us? Because the whole point is, is there intent to defraud? And in this case the man put his money in to a great extent on statements which have been proved to be true; and if in addition you are satisfied that the transaction was a genuine one, and one in which Dr. Thorsch could have made a profit, he had not acted as a dog in the manger, we are entitled to a verdict of not guilty."

Mr. Wild, addressing the jury on behalf of Bennett, described Count Newton as "a romancing count," "a Baron Munchausen sort of person," and afterwards said this famous reciter: "this Austrian count with all his fairy tales."

The Solicitor-General, in his concluding speech for the prosecution, said the jury were entitled to infer an intention to defraud, if the facts admitted of it, even if it could be proved that the land was bought and would show a profit if sold. "This is as plain a criminal fraud as was ever produced before a Court of Justice."

## A CRIPPLED CASE REFERENCE.

The Judge, summing up, thought the jury would come to the conclusion that Newton was the head and front in the matter—that he took a leading part in the speculation. "Where was Count Newton? He had fled the country. "We have a right to say," the Judge remarked, "that he fled the country because he dared not face this very charge." It was of no use for Newton to quibble about the word "regret," for Count Newton was a rogue.

After the verdict had been returned Mr. Newton related the circumstances of Newton's suspension as a solicitor for abusing the privilege extended to him as a solicitor, and disseminating false statements relating to Crippen.

In his appeal for mercy, Newton said he was 53 years of age, and for a long time past, though he looked well and strong, had suffered from a very painful internal complaint. "You will appreciate, my lord, what this means to me and mine. It is absolute and entire ruin, quite outside any other sufferings I may have to go through."

The jury were exempted from further service for five years.

## AGE OF BAD HANDWRITING.

Seventy-five per cent. of the boys who came to me from the public schools fall in handwriting at the first test, and 45 per cent. from the elementary schools," said Mr. C. E. Town, assistant secretary of the London Chamber of Commerce. Mr. Town spoke with reference to a statement made before the Civil Service Commission by Mr. E. M. Harvey, deputy chief cashier of the Bank of England. "So many applicants for clerkships failed in handwriting," said Mr. Harvey, "that they now had first to pass a preliminary test by the London Chamber of Commerce. "Handwriting," says Mr. Town, "is badly neglected in the public schools, and is very indifferently taught in the secondary and elementary schools. The art of penmanship is becoming lost."

## BUFFALO BILL RETIRES.

Colonel Cody's 41 Years of Showmanship.

Adventurous Boyhood.

A message from Denver, Colorado, states that Buffalo Bill's Wild West Show is in the hands of a receiver, and that the aged scout and fighter, after 41 years' showmanship, has decided to retire to his ranch in Wyoming. "Central News."

Buffalo Bill (Col. W. F. Cody) was born in Scott Co., Iowa, and is 67 years old. His father, a civil engineer and farmer, was born of Irish parents, and his mother came of English stock. Cody senior was one of the pioneers of the West in the early days when fighting between the white settlers and Indians was almost of daily occurrence. He fell a victim to the hatred and strife that arose between the North and South over the slavery question.

Will Cody, the son who afterwards became the famous showman, was fighting Indians and carrying dispatches through dangerous country at an age when most boys are at school.

During his career he has been at one time or another taxidermist, express rider, Government contractor, hunter, scout, soldier, spy, hotel proprietor, actor, author, rancher, and showman.

## A FAMOUS KID.

As a boy he learned the habits and modes of life of the Indians, and when his ambition led him to become a pony express rider he had acquired a reputation as an Indian fighter, and as a hunter, trapper and cattle driver. He followed the occupation of express rider for many months, and it was during this period that he made his ride of 320 miles in 21 hours 40 minutes.

On one occasion, while carrying the mails, he saw a revolver pointed at him as he "flew around a bend in a narrow pass, and heard a highwayman shout, 'Halt! Throw up your hands.' He did so, and the highwayman said, 'I don't want to hurt you, boy, but I do want your bag.' As the outlaw reached for his booty, however, Cody made the robber plunge, and with the result that the robber was "drawn and quartered." Dismounting, the lawless bandit then pillooned his adversary, and when the bandit came to his senses made him run out and ride as a prisoner to the next station.

## HOW HE GOT HIS NAME.

Cody was once riding with two frontier men when Indians were sighted. The three at once shot their rifles, and lying behind the animals' bodies, held off the attacking Redskins for four, until the train, of which they formed the advance party, came to their relief.

Afterwards he became a scout, and General Phil Sheridan recognised his excellent work by appointing him chief scout and guide to the U.S. Army.

When he was made a justice of the peace almost the first thing he was called upon to do in that capacity was to conduct a wedding ceremony. The old sweat stood on his brow as he ransacked his big law book to get his bearings. All went well, however, until the parades were started to hear the words, "Whom God and Buffalo Bill both joined let no man put asunder."

## GOGGLE-MAKERS UP IN ARMS.

Kaiser's Daughter Disappoints the Town of Her Adoption.

The town of Rastatt is disappointed with its new Royalties, the Kaiser's daughter and the Duke of Brunswick, her bridegroom.

A few days ago the pair took up their residence there in a modest villa. Rastatt now expected "spectacles" in both senses of the word. It expected sights to see; and it also expected some booming of its industry, which consists in making goggles and monocles.

When the Princess married Bathenow sent her several pairs of gold spectacles, and some dozens of pince-nez. It is assumed that the Princess would bring along a suite of short-sighted aides-de-camp and ladies in waiting, and that industry would flourish.

Instead the Princess brought one lady in waiting and the Duke one aide-de-camp, both of whom are blessed with eagle vision.

The presented spectacles have not once been seen in the street. Her Goggles, a champion of the spectacle industry, complains that "a loyal town like ours has cause for surprise when out of fifteen recruits of her Royal Highness not one needs optical aid."

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 21st, 1918.

At 200 cents per Dollar American.

## Butcher Meat.

Beef Sirloin & Prime Cut—Mal Long Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shin	18
" Breast—Nga Lam	12
" Soup—Tong Yuk	12
" Steak—Nga Yuk Pa	18
" Sirloin Coton—Nga Lam	28
" Sausages—Nga Chuan	80
Bullock's Brains—Know	10
Tongue Fresh—Nga Li	55
" Corned—Ham Ngau	60
" Hair—Nga Tan	12
" Heart—Nga Sun	12
" Hump, Salt—Nga Kin	18
" Fat	8
" Feet—Nga Kark	9
" Kidneys—Nga Yiu	18
" Tail—Nga Mei	11
" Liver—Nga Kon	11
" Tripe (undressed)—Nga To	6
Calve Head & Feet—Nga-chai-tau-kark	21
Mutton Chop—Young Pui Kwat	25
" Leg—Young Pui	25
" Shoulder—Young Shan	22
" Pigs Chittlings—Chu Chong	27
" Brains—Chu Know	2
" Feet—Chu Kark	15
" Chu Chas	3
" Head—Chu Tau	13
" Heart—Chu Sun	8
" Kidneys—Chu Yiu	14
" Liver—Chu Kon	23
" Pork Chop—Chu Pui Kwat	27
" Leg—Chu Pui	27
" Fat or Lard—Chu Yau	24
" Chu Tripe Pig's Fry	30
" Sheep's Head and Feet—Young Tai Kark	65
" Heart—Young Sun	8
" Kidneys—Young Yiu	15
" Liver—Young Kon	25
" Sacking Pigs, To Order—Chu Chai	22
" Suet, Beef—Sang Ngau Yau	25
" Mutton—Sang Young Yau	15
" Veal—Nga Chai Yuk	18
" Sausages—Nga Chai Chuan	18

## Poultry.

Chicken—Kai Chai	34
Capons—Large, mall—Sin Kai	34
Ducks—Ap	24
Doves—Pan Kai	20
Uggs, Hen—Kai Tan	18
Fowls, Canton—Kai	32
" Hainan—Hoi Nam	27
" Teese, Wild—Shang-he, Yee Ngai	27
" Duck, Canton—Wong Keng	27
" Lard, Shanghai—Tu Chai	27
" Cartridge—Che Kloo	27
" Lard, Canton—Shan Kai	27
" Lard, Canton—Pak Kup	27
" Hoilow—Hoi How Pak Kup	27
" Quail—Um Chun	27
" Rice Birds—Wo Fa Cheur	27
" Snipe—Se Choy	27
" Turkey Cock—Phor Kai Kung	27
" Hen	27
" Wild Ducks, Shanghai—Shang-hoi	27
" Teal—Sui Ap Chai	27
" Wild Ducks Canton—Sang-Shing Sui Ap	27

## Fish.

Barbel—Ka Yu	10
Bream—Bin Yu	17
Canton Fresh Water Fish—Hoi Sin Yu	18
Carp—Li Yu	22
Catfish—Chik Yu	18
Codfish—Mun Yu	22
Crabs—H	22
Cuttle Fish—Muk Yu	16
Dab—Sa Mang Yu	18
Dace—Wong Mei Lau	14
Dog Fish—Til Tu Se	8
Eel, Congee—Hoi Mann	18
" Fresh water—Tam Si Yu	19
" Yellow—Wong Sin	26
Frogs—Tien Kai	32
Garappa—Sek Pan	60
Gudgeon—Pak Kup Yu	16
Harrings—Tao Pak	2
Halibut—Cheung Kwan Kap	36
Labrus—Wong Fa Yu	22
Loach—Wu Yu	20
Lobsters—Lung Ha	45
Mackerel—Chi Yu	12
Monk Fish—Ming Yu	32
Mullet—Chai Yu	28
Oysters—San Yu	20
Parrotfish—Kai Kung Yu	18
Perch—Tau Loo	20
" Pike—Fa Pui Pong	20
" Pigeon—Pan Yu	24
" Pomfret, Black—Hak Chong	24
" Pomfret, White—Pak Chong	24
" Prawn—Ming Yu	45
" Ray—Pai Fa Se	18
" Rock Fish—Sek Ha Sung	18
" Roach—Chau Yu	10

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Salmon—Ma Yau Yu	45
Shark—Sa Yu	9
Shrimp—Po Yu	11
Shrimp—Ma	50
Snapper—Lap Yu	26
Solea—Tah Sa Yu	24
Tench—Wan Yu	20
Turbot—Cho Hoi Yu	24
Turtles, small, fresh water—Kork Yu	60
White Bait—Nga Yu Chai	1
Fruits.	
Almonds—Hung Yau	30
Apples (California)—Sam San Ping Kho	20
" (Chefoo)—Tin Chun Ping Kho	15
" Small—Hoi Tung	6
" Quater—Fan Lai Chai	12
Bananas, fragrant, Canton—San Shing	3
Bananas, (Bridges), Macao—San Heng Chai	3
Chokebuts, Chinese—Fong Lo	1
Carambola—Young Tee	10
Cocoanuts—Yeh Tee	12
Lemons, China—Ning Moong	6
" America—Kam San Ning Moong	10
Lichies Dried—Lai Chai, small Stone	10
" Fresh	10
Limes, (Salmon)—Sai Kung Ning Moong	10
Mango, Manila—Lai Sang Moong	10
Mangosteens—San Chuk Tee	10
Oranges, (Canton)—San Shing Tin Ching	15
Oranges Sweet	10
Pears, (American)—Kam San Shoi It	10
" (Canton), Cocking—Sa Lay	10
Pearl—Fa Sang	10
Pineapples Large—Hung Chai	20
Fine apples, 1st quality—Poon Tai Paw Law	10
" 2nd—Chung-tang Paw Law	10
Pineapples, Tai Chen	10
Plums—Swatow, Hung Lai	10
Pumpkin, Siam—Chim Lo Yau	10
" Shanghai—Lo Kwai	10
Walnuts—Hop Tuo	10
" Green—Sang Hop Tuo	10
Water Melon—Kam San Sai Kwa	10
" (China) Sai Kwa	10
Grapes—Sang Po Tai Tee	10
Vegetables &c.	
Artichokes, Shanghai—Sheng-hoi Ah	10
Chickens	10
Beans, (French), Macao—Oh Moon Pin Tee	25
" (French), Shanghai—Sheng Hoi	10
" Pin Lau	10
" Sprout—Ah Cho	10
" Long—Tah Ko	10
Beet Root—Hung Choi Tan	10
Brinjals, Green—Ching Yau	10
" Red—Hung Ker	10
Cabbages, Chinese, com.—Kai Choy	10
Cabbage Red—Hung Yeh Choy	10
Cabbage, Shanghai—Yeh Chai	10
Cane Shoots, bunch—Kau Shan	10
Carrots, Large size—Tai Yeh Chai	10
Medium size—Cheung Yeh Chai	10
" Small size—Sai Yeh Chai	10
Carrots—Kam Shun	10
Celery, Chinese—Tong Kan Choi	10
" Ear lob—Young	10
Chillies Dried—Gon Lai Chiu	10
" Red—Hung Far	10
" Green—Ching La Chiu	10
Curry Stuff, English—Kai Lee Chai	10
Cucumbers—Ching Kwa	10
Bitter Squash—Fu Kwa	10
Cauli—Que Tan	10
Cinque, young—Sun Tai Keng	10
" old—Lo Keng	10
Indian Corn—Sak Mai	10
Lettuce—Young Sang Chai	10
Water Cress—Ma Tai	10
" Mandarin—Kwai Lam Ma Tai	10</



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Hongkong, July 20, 1912.

developed, by cutting out nozzles instead of by throttling down. Again, separate turbines have been added to the ordinary full-power installation, so that the blade speed of the separate turbine may meet requirements and range of expansion be increased by the use of the steam in these turbines before passing into the ordinary high-pressure machine of the full-power installation. This also increased the economy at low powers, but there is the disadvantage that weight has to be carried which is of no value when running at full speed. This additional weight in machinery, however, bore a small proportion to the total saving in the weight of fuel for a given radius of action at cruising speed, and the practice will probably be extensively adopted.

The increasing reliability of the oil-engine has suggested its adoption instead of the cruising turbine, because its consumption of fuel is very considerably less. In the case of two destroyers being built by Messrs. Yarrow such an application is probably reduced to its most simple form. The internal-combustion engines are to be of the non-reversible type. Speed is transmitted to the shaft through a Föttinger hydraulic transmitting gear, by which the rate of revolution of the direction may be varied at will. The shaft operated by the internal-combustion engine passes through the hollow spindle of the steam-turbine, being connected abaft it to the propeller-shaft by means of a clutch. Thus at cruising speed, with the oil-engine in action, the turbine need not rotate, so that no vacuum need be maintained in the condenser. These destroyers are similar to three very successful vessels—those of the Firedrake class—built by Messrs. Yarrow for the British Navy, which have a length of 235 ft. and a displacement of 765 tons, and with which a speed of over 35 knots was realized. The installation of the oil-engine for cruising, it is estimated, will give a radius of action of 700 sea-miles at full speed and of 8000 sea-miles at half speed; but the maximum speed obtainable is reduced practically to the extent of 1½ miles per hour, the weight of the machinery being augmented by about 100 tons, equal to nearly 35 per cent., and the space occupied by 15 per cent., involving an addition to length and displacement of the vessel. The problem thus becomes one for naval officers to decide: whether they prefer the radius of action increased for a given fuel supply, or to have the higher maximum speed with the less radius of action; that is to say, is it worth a reduction of the full speed by 1½ knots to secure four times the radius of action?

There is, however, another serious objection from the tactical point of view. A warship is built to fight, and must be ready to fight at any moment; every consideration, even economy, is subservient to this dominant requirement. If a destroyer is cruising in war time with an oil-engine, steam will require to be up in the boilers and the turbines kept heated, so that at the crucial moment the destroyer may, like a dog let loose from its leash, spring after the enemy. Thus the theoretical tactical advantage of the economy of the oil-engine for cruising may not be borne out in war practice, since the steam installation may not then be completely out of action.

ONE of the ever-recurring problems in connection with the design of warship machinery has reference to the attainment of the maximum radius of action, especially at cruising speed, for a given supply of fuel. It is an old adage that wars are made up of six months' marching and one day's fighting, and thus battles on land are often won by the shoemaker. So also with sea fighting; warships may cruise for days in search of the enemy, and when the crucial moment arises victory may very largely depend upon the amount of fuel remaining in the ships of the squadron, in order that the highest speed desired by the tactician may be realised. This applies particularly to the torpedo-boat destroyer and the scout-cruiser, and consequently a keen interest is being taken at the present time in several alternative methods, of improving economy at low power.

It has been the practice to assume that the difficulty only arose with the adoption of the steam turbine. It is well known that its economy is largely due to the blade speed approximating to a definite ratio of the velocity of the steam, and that with a reduction in the number of revolutions the economy falls off. But even with the reciprocating engine the designer was beset with difficulties to achieve economy at great ranges in speed, and the proportions of the multiple-expansion cylinders were arranged in some cases, to give a greater economy at lower rates than at full power. With the advent of the turbine the desire for higher speed was whetted, because of the great potentialities of the turbine in this direction, and for a time there may have been some disposition not fully to strive for the desideratum of a great radius of action at cruising speed. Experience has shown that economy is sometimes assisted by the introduction of the impulse-wheel, with multiple nozzles, to vary the volume of the steam passing through the turbine and the power to be

developed, by cutting out nozzles instead of by throttling down. Again, separate turbines have been added to the ordinary full-power installation, so that the blade speed of the separate turbine may meet requirements and range of expansion be increased by the use of the steam in these turbines before passing into the ordinary high-pressure machine of the full-power installation. This also increased the economy at low powers, but there is the disadvantage that weight has to be carried which is of no value when running at full speed. This additional weight in machinery, however, bore a small proportion to the total saving in the weight of fuel for a given radius of action at cruising speed, and the practice will probably be extensively adopted.

The increasing reliability of the oil-engine has suggested its adoption instead of the cruising turbine, because its consumption of fuel is very considerably less. In the case of two destroyers being built by Messrs. Yarrow such an application is probably reduced to its most simple form. The internal-combustion engines are to be of the non-reversible type. Speed is transmitted to the shaft through a Föttinger hydraulic transmitting gear, by which the rate of revolution of the direction may be varied at will. The shaft operated by the internal-combustion engine passes through the hollow spindle of the steam-turbine, being connected abaft it to the propeller-shaft by means of a clutch. Thus at cruising speed, with the oil-engine in action, the turbine need not rotate, so that no vacuum need be maintained in the condenser. These destroyers are similar to three very successful vessels—those of the Firedrake class—built by Messrs. Yarrow for the British Navy, which have a length of 235 ft. and a displacement of 765 tons, and with which a speed of over 35 knots was realized. The installation of the oil-engine for cruising, it is estimated, will give a radius of action of 700 sea-miles at full speed and of 8000 sea-miles at half speed; but the maximum speed obtainable is reduced practically to the extent of 1½ miles per hour, the weight of the machinery being augmented by about 100 tons, equal to nearly 35 per cent., and the space occupied by 15 per cent., involving an addition to length and displacement of the vessel. The problem thus becomes one for naval officers to decide: whether they prefer the radius of action increased for a given fuel supply, or to have the higher maximum speed with the less radius of action; that is to say, is it worth a reduction of the full speed by 1½ knots to secure four times the radius of action?

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## NEWS OF THE DAY.

At the general meeting of the Kowloon Dockyard Company a dividend of 8 per cent. for the half year was declared.

A Chinese has been sent to the Government Civil Hospital suffering from injuries caused by a man who is now in police custody.

The dead body of a Chinese named Wong See has been sent to the mortuary. He was accidentally buried in a land slip which took place at the top of Ship Street during excavation work.

Inspector McHardy charged a Chinese before Mr. Hindland at the Magistrate's today with stealing four pieces of brass from the Naval Yard. Sentence of one month and four hours' stocks was passed, and the defendant to be exposed in the stocks in the Naval Yard.

The Norwegian steamer Proft, 1,120 tons, which has been for many years trading on the China coast, has been sold to Vladivostok buyers and renamed the Olga. She was built of steel in Christiania in 1904 with dimensions 225 ft. by 32 ft. by 12 ft.

An explosion occurred in Singapore Harbour on August 1 on board a lighter loaded with over 1,000 gallons of benzene that resulted in the whole cargo burning into flame. The crew of the lighter took to the water and the craft was allowed to burn herself out, precautions being taken to prevent her drifting among the shipping.

The Kawasaki Dockyard Company is arranging for the issue of a loan of ¥3,000,000 at 7 per cent. for the extension of their works and the installation of new machinery. The Yokohama Dock Company has also concluded a loan of ¥1,000,000 at 7 per cent. for the extension of their business.

Owing to the large number of steamers that have recently been bought in Japan there is stated to be an excess of tonnage on the market and freights have fallen to a very low level. The freight on coal from Hoki to Yokohama has fallen from ¥1.45 to 75 sen and little recovery is looked for until the export of beans from Daikien commences.

Four China Merchants' steamers, the Anping, Kungshing, Yushun, and Hainan, and the Railway steamer Shenta arrived at Kintan Beacon with troops for the Government on August 15. As the troops were not required at Woosung they were brought on to the Arsenal. The Hainan, which came down with the first detachment of troops, was kept at her anchorage at Kintan until the other vessels arrived.

Mr. Charles Pratt, of the British-American Tobacco Co., died suddenly at his residence, No. 123 Bredway, Shanghai, on August 19. Mr. Pratt returned from the office complaining of feeling unwell, and remained at home during the day. In the evening he grew worse, and died. The deceased, who was 46, was a native of York and had been in China for a quarter of a century or more. For many years he held the position of Chief of Police at Wuchang.

The U.S. Hosiery which, as already reported, was sighted in distress by the steamer Den of Huthven on July 9 when between Aden and Colombo while on her way to be delivered to her new purchasers in Japan, and which was lost sight of during the night, arrived at Bombay on July 24. The vessel was found to be seriously damaged by stress of weather or possibly through striking some submerged object and it was found necessary to discharge her cargo and place her in dry dock. The repairs required include four shell plates to be renewed, three frames to be removed and faired and 1,100 rivets to be renewed. The vessel's deck was also found to have been started.

While coming up the coast on August 12 the C.M. steamer Tungwah broke her tail shaft and the propeller dropped off and was lost. The vessel's chain was paid out for the hawsepipe in an attempt to stop her drift and she finally reached an anchorage off Woosung where the second officer was despatched in the lifeboat with four sailors for assistance. After some exciting adventures with craft in the neighbourhood, which appeared practically inclined, the boat managed to make good where a small steamer was obtained for Ningpo, the boat being brought with them, and eventually the vessel's plight was reported as Shanghai. The Company's steamer Chi-yuen was despatched on August 16 to tow her into Shanghai arriving there on August 19.

The Rev. G. T. Canlin, an ex-President of the United Methodist Church, and for over thirty years a missionary in China, has been honored by Peking University on its twenty-fifth anniversary with the degree of Doctor of Divinity. This is the first time the degree has been conferred through the University under a charter from the State of New York, which has the power for a quarter of a century. It is significant that the first to be so honored is a British subject. Two Chinese ministers were the recipients of the degree on the same occasion. The great educational missionary, who has been over sixty years in China, Dr. W. A. P. Martin, D.D., LL.D., has given the degree of LL.D. The Hon. Mr. Bryce, till recently British Minister to the United States, paid his address in which he urged all the students to work for the advancement and welfare of China, etc. Dr. Canlin is now attached to the University Theological College, where all Methodist students in the Northern Provinces are trained.

A MASTER REMEDY.  
CHAMBERLAIN'S Colic, Cholera, and Diarrhoea Remedy is master over cramp colic, dysentery, and all intestinal pains. One dose relieves, a second dose is merely necessary to effect a cure. For sale by all Chemists and Storekeepers.

PHYSICIANS' prescribes Chamberlain's Colic, Cholera, and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any other remedy. It can be kept in any household. A bottle will keep Europeans and Americans in complete health. For sale by all Chemists and Storekeepers.

## NEWS OF THE DAY.

The number of vessels entered at Dalnong during July was 140 ships of 238,304 tons of which 124 ships of 201,105 tons were under the Japanese flag.

The total output of the Kailan Mining Administration's mines for the week ending August 9 amounted to 37,672.93 tons and the sales during the period to 39,500.17 tons.

The Pacific Mail Steamship Company, for the year ending April 30, 1913, had a deficit, after depreciation charges, of G. 130,682. This was an improvement over the showing for the last five years, when the deficits have ranged as high as \$230,000.

At the meeting of the Legislative Council to be held on Thursday a resolution will be submitted by the Hon. Attorney-General regarding the appreciation of the services rendered to the government by Mr. C. G. Alabaster in preparing the new revised edition of the Ordinances, 1884 to 1912.

All the steamboat hulks at Nanking were towed away from their moorings on August 10 in order to be out of the line of fire and moored two miles upstream. On August 16, while the C.N. steamer Poyang was passing Nanking, a heavy shell fell within one hundred feet of the vessel.

Notice has been given that a shoal patch, coral, having only 10 ft. in W.O.S. exists in Kappa Harbour, Singapore Strait, with the North-west Tumbago Rocks Beacon bearing N. 81 E. True, distant 335 ft. Approximate position, Lat. 1 deg. 15' 52" N. Long. 103 deg. 50' 23" E.

The Swedish motor ship Suecia, which arrived at Rio Janeiro on July 29, reported that the air reservoir of the starboard engine had exploded, killing the chief engineer. It was estimated that the cost of repairs would be about £250 and would occupy about ten days.

## LAUNCHES IN COLLISION.

At the Marine Court to-day, Mr. E. Jones, Assistant Harbour Master, held an inquiry into the collision which took place between the steam launches Atlanta and Oriental. The Atlanta was owned by Messrs. Holt and Co., and the Oriental belongs to the Hongkong Ice Company.

Mr. Bratton appeared for the Ice Company, and Mr. Davidson, of Messrs. Hastings and Hastings, appeared for the South British Insurance Company. The collision took place on the 15th inst. at 5.45 p.m., and the co-owners of the Oriental, in describing what took place stated that he was travelling about six miles an hour. When he first saw the other boat, he was about 670 feet from the Yai Shing. He gave a short blast, and proceeded on his course, neither altering his speed or his course. When he saw the other launch, maintaining her speed, he was afraid there would be a collision, so he gave a short blast, and slightly altered his course to starboard. He did this to avoid a collision. When he gave the short blast, she was about 50 or 60 feet away. The Atlanta did not do anything at all until after the collision, when she gave three blasts. She did not alter her course or go astern until after the collision, but after the collision she went astern, and then came on ahead and picked up two men, members of the crew, out of the water. Witness' launch went down in two minutes after she was struck. Witness was picked up by one of the four who were lost. The master was at the wheel when this occurred. Two letters were read from witnesses of the occurrence, pointing to the Atlanta as being responsible for the collision.

The co-owners of the Atlanta said that he was proceeding from the S.S. Delta to Hoki Wharf, and crossed the stern of the Yai Shing. He gave two long blasts of the whistle to warn vessels in the vicinity. The Asst. Harbour Master—Is that how he knows the rules of the road? Witness, continuing, said that when about 70 feet from the stern of the Yai Shing he observed the other launch coming in by the starboard side of the Asper steamer.

The Asst. Harbour Master—He means the port side, surely. Witness said the other launch was only about 40 feet distant from the steamer's side. He observed that the man at the wheel was not the co-owners of the launch. He gave three blasts. The Asst. Harbour Master said he did not propose to go any further with the case, as this witness had confessed himself. From the evidence and what he had seen himself, it was impossible what the witness said to have occurred. The co-owners of the San Ching deposed to seeing the accident. He heard no whistle, but when he got to the sailing launch he gave assistance and rescued four persons.

The Asst. Harbour Master said he held the co-owners of the Atlanta to be wholly responsible for the accident, and thought that he had taken sufficient precautions that a collision would have been averted. He would suspend his certificate for three months, and then the man would have to be re-examined before it was renewed.

An Irishman, who was brought before the magistrate for poaching, pleaded that the only bird he shot was a rabbit, and that he knocked down with a stick.

SUPPLIED BY ALL CHEMISTS.  
Physicians prescribe Chamberlain's Colic, Cholera, and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any other remedy. It can be kept in any household. A bottle will keep Europeans and Americans in complete health. For sale by all Chemists and Storekeepers.

Someone has said that "If some one could come out of their coffin and read the inscriptions on their tombstones, they would think they had got into the wrong graves."

## ADMISSION OF A SOLICITOR.

The New Solicitors' Ordinances.

Before the commencement of the adjourned Criminal Sessions in the Supreme Court this morning the Chief Justice, Sir William Ross Davies, K.C., admitted to practice in the Courts of the Colony Mr. George Norrington, solicitor, who has lately come out to Mr. G. K. Hall Brunt's office.

The motion for admission was made by the Attorney-General, the Hon. Mr. J. A. S. Duffell, K.C., who said the circumstances in regard to the application were a little unusual. Under a section of the new Ordinances governing the admission of solicitors any person wishing to be admitted to practice in the Colony had to give four months' notice in writing to the Registrar of the Supreme Court and the secretary of the Hongkong Law Society of his intention. This was quite a new point in the law. The Attorney-General also mentioned other formalities which have to be complied with, those including the deposit of certificate of admission to the English Bar, a certificate that the candidate for admission is a qualified barrister in England and a character reference by two attorneys in London, Dublin or Edinburgh. A section of the Ordinances gave the Chief Justice of Hongkong power on special grounds to exempt the candidate from certain provisions of the Ordinances. The circumstances in this case, he continued, were that Mr. Norrington left England before the new Ordinances came into force. He had complied with the new law in so far as that he had given notice to the Hongkong Law Society, and he produced a letter from the secretary stating that the society did not object to Mr. Norrington's admission and to his being granted exemption from other certain requirements of the Ordinances. The Attorney-General accordingly applied for exemption in Mr. Norrington's case and for his admission, and added that he produced two affidavits, from Mr. Hall Brunt and the candidate, which showed that Mr. Norrington was admitted to the Supreme Court of England on July 1st, 1909.

The Chief Justice said it was quite clear that Mr. Norrington, in the circumstances mentioned, could not have been familiar with the requirements of the Ordinances before he left England, and that he had done what he could to comply with the conditions since his arrival. He granted the exemptions asked for, and in admitting Mr. Norrington to practice expressed the hope that his professional services in Hongkong would be pleasurable and profitable.

## SPORTING.

Hongkong Lawn Bowls League.

POLICE & CIVIL SERVICE.

The return match in this competition between the Police and Civil Service Clubs was played at Happy Valley on Saturday last. The Police winning by 20 points.

Rink Scores—  
Police. Civil Service.  
Cameron 22 points Fletcher 16 points.  
Pitt 31 Bond 15.  
McHardy 18 Thornhill 20.  
Total—71 points. Total—31 points.

CHAMPIONSHIP RINK FINAL.

On Friday evening, at Taihook ground, Russell met Pile in the semi-final for the championship of the colony, and after a good game won by 21 points to 10. Pile scored four in the first two ends, Russell scoring two in the next, and Pile one in the 4th end which made the score 5-2 in favour of Pile. For the next nine ends Pile did not score, Russell carrying his total to 20 besides which he laid the shot, which would have given him game, but by a lucky shot aimed to cut Russell out, Pile's bowl took the jack into the ditch and he laid 3. This made the score 20-8 in favour of Russell. At the 15th end Pile scored two more, which brought him up to 10, but the next end Russell laid the shot and won the game.

## Interpret Felo.

The "N.C. Daily News" understands that the following have been chosen to represent Shanghai against Hongkong in the match for the Kewick Cup to be played at Hongkong on September 18:—P. O'Grady, R. J. Pearson, E. H. Michael and V. Davis.

## MINER'S NIGHT OF AGONY.

A terrible story of a miner's night of agony was told at a Doncaster inquest. Charles Cafferty, aged 40, in the service of the Hemsworth Colliery, had, it was stated, been drinking and wandered on the railway line. A goods train knocked him down, fractured a rib, caused three wounds on the head, and paralysis of the lower limbs. The man fell in the 4th end, but in such a position that 18 trains passed over him in the darkness without hurting him further. After seven hours of agony the man was seen, was taken to Doncaster in a special train, and was operated on, but the strain had been too long, and he died. A verdict of accidental death was returned.

From time immemorial foolish people in Canton, and they have been many, have believed that by spending a night at the Shing Wong temple, at this time of the year, they will be immune from sickness and other troubles during the next twelve months. It is difficult to see how the superstition arose, but it has been in vogue for a long time. The days and nights when the temple is supposed to be specially favourable towards those who have incurred misfortune themselves for some years, are now open up. For some years the officials have been trying to put a stop to this yearly habit of the people, and have used some success. It is said that originally great crowds used to spend the night sleeping on the floor of the temple and in the courtyard. Owing to the recent trouble in Canton, and the unreliability of the officials, General Tang has issued an order that the thing is to be done away with. He has not, however, convinced himself with admonishing the people, but has issued orders that the doors of the temple be closed and locked, so that no one can get inside.

Someone has said that "If some one could come out of their coffin and read the inscriptions on their tombstones, they would think they had got into the wrong graves."

## FUNERAL OF CONSTABLE HARRIS.

The funeral took place yesterday afternoon at the Roman Catholic Cemetery of Constable Jas. Wm. Harris, whose tragic death on No. 1 Police Launch took place on Sunday. A large number of police followed the hearse, there being between 50 and 60 men. The officers of the police, from present included Mr. Woodhouse, Asst. Sup't, Mr. King, Deputy Asst. Sup't, Chief Inspector D. Gourlay, and Inspector Kerr and Morrison. In addition to the police, the Prison Warders and Naval Ward Police were also represented. The service was conducted by the Rev. Father Augustin, of St. Joseph's, who is military chaplain in Hongkong. There was a large number of beautiful wreaths, among which were tributes from the various police messes.

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## SEIZURE OF DYNAMITE.

In the Land Court to-day before Mr. Sayer, Sergeant, of Cheung Chau, charged two junk men with being in possession of dynamite. One of the men had 67 sticks of dynamite, and 41 detonators, and the other was found carrying dynamite in his pocket at Cheung Chau. The explosive was used for fishing purposes.

The first defendant was fined \$200 or three months, and the other was fined \$100 or two weeks.

At the same Court, P. C. Reid charged a Chinese with being in possession of three swords at Cheung Chau.

A fine of \$5 was imposed.

## KWANGTUNG NEWS.

(From Our Own Correspondent.)

It seems that the new Governor-General of Canton is seriously turning his attention to the unsettled condition of the country and is taking steps to have a better state of things introduced than has obtained for some time past. We see that he has drafted several battalions of troops to the most important inland towns, whose work is to fight and suppress the robbers, and if they cannot get rid of any other means, to exterminate them. One battalion has been sent to Puk Lo, another to San Yui, another to Wang Sha (whose local fighting were reported a few days since) another to San Tong, another to Yang Yuen, another to Sanning another to Yau Ping, and so on. Indeed, from the report before us it would seem that the Governor has plenty of troops at his disposal, and that he is determined to make use of them, and try to get the provinces into a more satisfactory condition. One of the grievances against the recent rule of the Republic in Kwangtung was that the troops were kept in Canton and its suburbs for show purposes, and the country districts were left to take care of themselves. General Jung apparently sees that there may have been some truth in these criticisms, and so he has set about trying to rectify what undoubtedly calls for some attention. It now remains to be seen what will happen, though there can be no doubt what the ultimate result of these local battles will be. We recently pointed out that there was impending trouble in the Fa Yuen district. We see now that some troops have been sent, and when the robbers were confronted by the trained soldiers, they threw away their weapons, and themselves made haste to find a hiding place, that they might escape the reward of their wrong-doings. But it is a sad commentary on the so-called civilization of China, that the condition of the country is such that it is reported to be, and that the soldiers have to be employed day after day to shoot down their own fellow countrymen, and not seldom peaceful business citizens also fall victims to the ill-aimed bullets.

It seems that the postal authorities in Canton have decided to lessen somewhat the rates of postage between most of the country towns of the province and the central city. It is pointed out that the new postal arrangements have been regarded with ever increasing favour by the people, and, more and more, are business people using the facilities which are placed at their disposal. In order further to increase the popularity of the new postal arrangements, it has been decided that letters shall be conveyed for a sum slightly less than one cent. Indeed, the sum charged will be one farthing. There are seven farthings in a cent. This is cheap enough and ought to give a dash of popularity to the post office greater than it has enjoyed in the past. It is to be regretted, we think, that the authorities have returned to the old way of reckoning money, for it will necessitate the using of Chinese cash, unless the authorities mint coins of the value needed.

AN OLD SUPERSTITION.  
From time immemorial foolish people in Canton, and they have been many, have believed that by spending a night at the Shing Wong temple, at this time of the year, they will be immune from sickness and other troubles during the next twelve months. It is difficult to see how the superstition arose, but it has been in vogue for a long time. The days and nights when the temple is supposed to be specially favourable towards those who have incurred misfortune themselves for some years, are now open up. For some years the officials have been trying to put a stop to this yearly habit of the people, and have used some success. It is said that originally great crowds used to spend the night sleeping on the floor of the temple and in the courtyard. Owing to the recent trouble in Canton, and the unreliability of the officials, General Tang has issued an order that the thing is to be done away with. He has not, however, convinced himself with admonishing the people, but has issued orders that the doors of the temple be closed and locked, so that no one can get inside.

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TUESDAY, AUGUST 26, 1913.

## THE CHINA MAIL.

## SHIPPING

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp; THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Sundays 1 day later)	Due London (Sundays 1 day later)
Steamer	noon, Saturday	Steamer	Saturday	Friday
ARGADIA	Aug. 30	MAEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MAEDONIA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOULTAN	Oct. 25	Oct. 31
CHINA	Oct. 11	Through steamer	Nov. 8	Nov. 14
DELTA	Oct. 25	MARMORA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

On and after the present date the Fares to London and Marseilles will be as follows:

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	FARES
"A"	"B"	"A"	"B"	"A"	"B"
2nd SALOON	"B"	"A"	"B"	"A"	"B"
1st SALOON	"A"	Accommodation	SINGLE	RETURN	FARES
"B"	"B"	"A"	"B"	"A"	"B"
2nd SALOON	"B"	"A"	"B"	"A"	"B"

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

## LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due Marseilles	Due London
STEAMERS	about	about	about
NANKIN	September 3	Oct. 9	October 18
YANZHA	September 17	Oct. 24	November 2
YORRE	October 1	Nov. 7	November 16
NILE	October 15	Nov. 21	November 30
SYRIA	October 29	Dec. 5	December 14
SUMATRA	November 12	Dec. 18	December 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON

1st SALOON 250 SINGLE 275 RETURN.  
2nd " 225 " 250 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

## NORDDEUTSCHER LLOYD, BREMEN

## IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	Tons	To Sail
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG.	BUELOW, Capt. C. Nahrath.	(16,800)	WEDNESDAY, 3rd Sept. at 10 a.m.
SHANGHAI, NAGASAKI, PRINZ LUDWIG, KOBE & YOKOHAMA.	Capt. F. von Binnor.	(16,300)	WEDNESDAY, 3rd Sept. at 10 a.m.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	PRINZ WALDEMAR, Capt. H. Bromer.	(8,000)	SATURDAY, 6th September, at 9 a.m.
KOBE	COBLENZ, Capt. L. Klugkist.	(6,750)	TUESDAY, 18th Sept. at 10 a.m.
JESSELTON, KUDAT AND SANDAKAN.	BOHNEO, Capt. J. Koehler.		WEDNESDAY, 27th August, at Noon.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd, MELOERS &amp; CO.

General Agents, Hongkong &amp; China.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK, AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (Or.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports. Excessive Black Sea and Baltic Ports, and North and South American Ports.

## NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK
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S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK
S.S. SEVENAMIA	S.S. UCKERMARK

For further Particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

## SHIPPING

## AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via Straits, Colombo, Aden, Suez, Port Said.  
S.S. AFRICA, 8440 tons, will leave at above on 15th September, at 4 p.m.  
Superior accommodation for 1st and 2nd class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardess, and Cabin Stewardess. Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice) 1st Class £50, 2nd £34, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).  
Via Straits (Colombo), Bombay, Karachi, Aden, Suez, Port Said.  
S.S. VORWAERTS, 12900 tons, will leave at above about 2nd September.  
These Steamers, of large tonnage are fitted with comfortable one class accommodation for 1st class passengers. No surtax. Doctor, Stewardess, Wireless Telegraphy.  
FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES: Trieste-London. By Simplon Express. Via Venice, Milan, Simplon, Lugano, Paris, Calais, or Boulogne, Class I £21, II £14.1s.  
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Lake, Calais, or Boulogne, Class I £21, II £14.1s.  
Via Vienna, Cologne, Brussels, Calais, Dover, Class I £21, II £14.1s.  
Via Munich, Cologne, Frankfurt, Class I £21, II £14.1s.

TO SHANGHAI:  
S.S. AFRICA, 8440 tons, will leave at above 15th Aug. at 8 a.m.  
FARES: Hongkong-Shanghai, 1st Cl. £8, 2nd £4, 3rd £2.

TO KOBE, via SHANGHAI, YOKOHAMA.  
S.S. AUSTRIA, 14000 tons, will leave at above about August 30.  
Cargo taken at through rates to all ports in Adriatic. Levant, Black Sea and Danube, also North and South America.  
SANDER, WIELER & CO., Agents, Prince's Building.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.  
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.  
Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.  
Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.  
Steamers: Captains: Leave:  
TACOMA MARU: H. Hamada: Thursday, 4th Sept. at 1 p.m.  
PANAMA MARU: K. Kaneko: Wednesday, 17th Sept. at 1 p.m.  
SEATTLE MARU: T. Saito: Thursday, 2nd Oct. at 1 p.m.  
MEXICO MARU: K. Kobayashi: Wednesday, 15th Oct. at 1 p.m.  
CHICAGO MARU: S. Nemoto: Thursday, 30th Oct. at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.  
Calling at KEELUNG, MOI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA.  
These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Tea, and other goods. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.  
FOR BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.

Steamer: Captain: Leaving:  
LUZON MARU: H. Yamamoto: Friday, 6th Sept. at 4 p.m.  
INDO MARU: K. Komiya: Thursday, 3rd Oct. at 4 p.m.

For MOI KOBE & YOKOHAMA.  
LUZON MARU: H. Yamamoto: Thursday, 30th Oct. p.m.

CHINA AND FORMOSA LINE.  
For TAMSUI via SWATOW & AMOY.

Steamer: Captain: Leaving:  
SHOSHU MARU: D. Fuchigami: Sunday, 1st August, at Noon.

For FOOCHOW via SWATOW & AMOY.  
Steamer: Captain: Leaving:  
KAIJO MARU: Y. Yamamoto: Wednesday, 2nd Sept. at 2 p.m.

For ANPING & TAKAO via SWATOW & AMOY.  
Steamer: Captain: Leaving:  
SOSHU MARU: K. Tashira: Wednesday 3rd Sept. at 10 a.m.

For CANTON.  
Steamer: Captain: Leaving:  
SOSHU MARU: K. Tashira: Friday, 29th August.

These Steamers of the China and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Lights and Fans.  
First Class Steamers will arrive at and depart from BOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply  
Z. KAMIYA, Manager,  
Second Floor No. 1, Queen's Building.

PHILIPPINES STEAMSHIP Co.

Steamship: Tons: Captain: For: Sailing Date:  
RUBI: 4000: J. Miller: Manila, Mangarin, Cebu & Iloilo: September 4, at 4 p.m.  
ZAFIRO: 4000: F. S. McMurray: Manila, Mangarin, Cebu & Iloilo: September 12, at 4 p.m.

Electric Light and Fans in every Cabin. Competent Stewards carried.  
For freight or Passage, apply to:  
Shewan, Tomes & Co., General Managers.

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 16, Des Voeux Road, CENTRAL, HONGKONG.  
SHANGHAI: 2-3, Beccar Road. YOKOHAMA: 23, WATER STREET.  
MANILA: Manila Hotel. P. O. Box 788.

Tickets issued to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBIRIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office: LUDGATE GURCOB LONDON, E.C.

## SHIPPING

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

(Proposed Sailing)

FROM COLOMBO.

From HONGKONG. Connecting with  
For Rates and further information, apply to  
THE BANK LINE, LIMITED, MANAGING AGENTS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

(Proposed Sailing)

For Rates of Freight or Passage, apply to  
THE BANK LINE, LIMITED, MANAGING AGENTS.

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For: Steamers: Captain: To: Sailing:  
MARSEILLES, via PORT-AU-PRINCE, Goulbault. 9th Sept. at 1 p.m.

TRANSHIPMENT on the Co. Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LIVERPOOL, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to  
de BOUSSIERRE, Act. Agent,  
QUEEN'S BUILDING.

## DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'.  
Capacity 22,000 Tons. Length 330 Feet. Beam 73 Feet.  
21,000 Tons Gross Register. 2,500 Tons Deadweight.  
EQUIPPED WITH WIRELESS TELEGRAPHY.  
(Capt. T. W. GARRICK).

Sails from HONGKONG on SATURDAY, 15th November at Noon.

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

ELUCURIOUS PASSENGER ACCOMMODATION. Saloon and State-rooms (at outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to  
NIPPON YUSEN KAISHA, Prince's Building, 123.

## THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA &amp; AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
CHANGSHA	20th August	26th Aug. at 3 p.m.
TAIYUAN	17th September	24th September.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or passage apply to  
BUTTERFIELD & SWIRE, Agents.  
Telephone No. 56.  
Hongkong, August 12, 1913.

## THE CHINA MAIL

## COMBINED COLOURED

## TYPHOON MAP &amp; GUIDE

showing tracks and daily progress of the big Typhoons

during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office.

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA  
S.S. 'TENYO MARU'.  
FROM SAN FRANCISCO, via  
MONOLULU, JAPAN PORT AND  
MANILA.

THE above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from aboard-side.

Cargo remaining undelivered on August 26th at noon will be landed at Consignees risk and expense and delivery must be taken from the Company's Godown. No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Steamer or Godown, and all goods remaining undelivered on September 2nd will be subject to sale and landing charges.

All chafed and otherwise damaged cargo to be left on board or in Godown and examination of same to be held on September 2nd at 10 a.m.

All claims must be filed on or before September 9th, otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, Aug. 23, 1913. 1066

'SHIRE' LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.  
FROM EUROPE, COLOMBO AND STRAITS.

THE S.S. Den of Crombie having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. at 6 p.m. will be subject to sale. All broken, chafed and damaged packages are to be left in the Godown, where they will be examined on 27th inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Hongkong, August 22, 1913. 1069

NOTICE TO CONSIGNEES.  
FROM PUGET SOUND, PORTLAND & VANCOUVER via JAPAN PORTS.

THE Steamship SAXONIA.

The above named steamer, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, August 23rd at noon, will be landed at Consignees risk and expense and delivery must then be taken from the Hongkong & Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the steamer or Godown, and all Goods remaining undelivered on August 30th at 5 p.m. in the afternoon will be subject to sale and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be held on August 30th at 10 a.m.

All Claims must be filed on or before August 30th, otherwise they will not be recognized.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, August 21, 1913. 1065

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship LOETZOW.

Having arrived, Consignees of cargo are hereby informed that the Goods, with the exception of Opium, Chessmen, and other articles, are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No claim will be forwarded on, unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be recognized after the goods have left the Godown, and all goods remaining undelivered after the 27th of August will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 27th of August, at 9.30 a.m.

All claims must reach us before the 4th of September, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOERS & CO., General Agents.

Hongkong, Aug. 20, 1913. 1063

'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
THE S.S. RHIMOSA.  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th inst. will be subject to sale.

All claims against the Steamer must be presented to the Underwriter on or before the 16th inst. or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godown, where they will be examined on the 25th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, Aug. 20, 1913. 1062



